



**ENGINEERING OPERATIONS COMMITTEE  
MEETING MINUTES  
SEPTEMBER 7, 1995, 9:00 A.M.  
EXECUTIVE CONFERENCE ROOM**

Present:	R. A. Welke	G. D. Taylor	W. C. Turner (C. J. Arnold)
	T. A. Coleman	D. T. Vandenberg	P. Lynwood (P. F. Miller)
	C. Roberts	L. R. Brown	J. D. O'Doherty
	J. W. Reincke	T. Fort (FHWA)	R. E. Maki

**OLD BUSINESS**

**1. Approval of the Minutes of the August 3, Meeting - R. A. Welke**

Minutes of the August 3, 1995, meeting were approved as written.

**2. Mobilization - C. J. Arnold/W. C. Turner**

The Pavement Selection Review Committee has studied this bid item over the past year. A general discussion took place regarding the purpose and history of the mobilization bid item.

**ACTION:** The Design Division will bring a proposal to the next EOC meeting.

**3. Guardrail Inventory - J. D. O'Doherty/R. E. Maki**

A lengthy discussion ensued on the draft plan presented by the Traffic and Safety and Maintenance Divisions for bringing the guardrail inventory up-to-date and keeping it current. Issues of immediate concern raised by the EOC included, but not limited to, how the draft plan addresses: The continued availability and use of field staff to gather data; information gathered to reflect the condition of the guardrail as well as the time line anticipated to develop and implementation of the proposed plan.

**ACTION:** R. E. Maki was requested to take the lead roll to: 1) coordinate with the major stakeholders to formulate a strategy for a guardrail inventory program; 2) clearly denote a detailed action plan, including measure requirements and associated costs; and 3) develop an implementation plan outlining specific timelines, program operating responsibilities and/or residing locations for updating data elements. A report and recommendation for the guardrail inventory program will be presented for consideration at the October EOC meeting.

**4. Pavement Selection Policy - W. C. Turner**

Proposed changes to the pavement selection policy were presented for EOC consideration. The EOC concluded that the present pavement selection policy will remain in force.

**NEW BUSINESS****1. Research Report R-1336, "Proof Load Test of R01 of 61131, M-37 Over CSX Railroad, South of Bailey, Michigan" - J. W. Reincke**

This agenda item was tabled until the October 1995 meeting.

**2. Hydroplaning on Two-Lane Bituminous Pavement - C. J. Arnold**

AASHTO allows the use of a two percent cross-slope on the pavement. A 1979 FHWA report, as presented by the Design Recommendation Committee, for Pavement and Geometric Design Criteria for Minimizing Hydroplaning (No. FHWA-D-79-30) recommended the two percent cross-slope on bituminous pavements. The report indicated that the texture of the bituminous pavement does not have the same depression storage as tined texturized concrete pavement. Depression storage is the amount of water the pavement can hold before it begins to rise above the exposed aggregate.

Based on this report and other investigation, the committee finds:

- A. On all pavements, the two percent cross-slope will allow quicker run-off.
- B. The two percent cross-slope will have no significant affect in decreasing water depths on rutted pavements.
- C. A 1.5 percent cross-slope is adequate for concrete pavement. However, since most concrete pavements eventually get bituminous overlays, the two percent cross-slope should also be used on concrete pavements.

The committee recommends and request EOC approval to adopt the two percent cross-slope as MDOT standard.

**ACTION:** EOC approved the recommendations as presented.

**3. Maintenance Cross-Overs - C. J. Arnold**

A review of present field operating conditions revealed that we are experiencing problems on maintenance cross-overs in narrow medians. The problem is that the maintenance trucks cannot negotiate the cross-overs without going off the paved surface. It is felt that the problem can be solved by going to a 24 foot width cross-over rather than the current 16 foot. A review of the proposed revisions with FHWA staff lead to the conclusion that FHWA has no problem with going to the added width, as long as deceleration lanes are not added.

The Design Recommendation Committee recommends and request EOC approval that the standard width be changed from the current 16 foot to 24 foot where the median width (edge of pavement to edge of pavement) is less than 100 feet.

**ACTION:** The EOC approved the recommendation as presented with the stipulation that the change in the standard is the ***change in width only***.

**4. Work Zone Certification - R. Maki**

An update of the Work Zone Committee activities was presented with specific emphasis on work zone certification requirements for traffic control. The committee is preparing a report for EOC consideration at the October 1995 meeting.

(Signed Copy on File at M&T)\_\_\_\_\_

Calvin Roberts, Secretary  
Engineering Operations Committee

cc: EOC Members  
District Engineers  
G. H. Grove G. J. McCarthy L. K. Heinig T. Adams  
E. D. Winkler D. L. Coleman W. C. Turner D. L. Smiley  
L. W. Martin J. Becsey R. W. Muller R. E. Nordlund  
L. E. DeFrain G. L. Mitchell G. J. Bukoski C. W. Whiteside  
I. B. Patel R. D. Till M. Newman A. G. Ostensen